We claim:

1. In combination with a railway locomotive brake valve having at least one exhaust valve assembly, at least one spring housing, and at least one range spring, the improvement comprising a device for providing damping capabilities, whereby said device will minimize spring oscillation during operation of said locomotive brake valve.

2. The combination according to claim 1 wherein said device is a spring dampener of a predetermined size, shape, and material engageable with said spring housing, and said range spring.

3. The combination according to claim 2 wherein said material of said spring dampener is at least one of plastic and metal.

4. The combination according to claim 3 wherein said material is metal.

5. The combination according to claim 4 wherein said metal is steel.

6. The combination according to claim 1 wherein said range spring is disposed intermediate a pressure regulating means and a diaphragm.

7. The combination according to claim 1 wherein said device is located on a first end of said range spring adjacent said diaphragm.

8. In combination with a railway locomotive brake valve having at least one exhaust valve assembly, at least one spring housing, and at least one range spring with enhanced damping capabilities, the improvement comprising a device for providing additional damping capabilities, whereby said device will minimize spring oscillation during operation of said locomotive brake valve.

9. The combination according to claim 8 wherein said device is a spring dampener of a predetermined size, shape, and material engageable with said exhaust valve assembly, said spring housing, and said range spring with enhanced damping capabilities.

10. The combination according to claim 9 wherein said material of said spring dampener is at least one of plastic and metal.

11. The combination according to claim 10 wherein said material is metal.

12. The combination according to claim 11 wherein said metal is steel.

13. The combination according to claim 8 wherein said spring is disposed intermediate a pressure regulating means and a diaphragm.

14. The combination according to claim 8 wherein said device is located on a first end of said range spring adjacent a diaphragm.

Sub B3 15. A dampening device for a range spring in a railway locomotive brake valve, said device comprising:

(a) a first element having a predetermined size, shape, and material; and

(b) a plurality of members having a predetermined size, shape, and material attached in a

predetermined position to said first element for engaging with such range spring to minimize spring oscillation when said device is disposed about such range spring.

16. The dampening device according to claim 15 wherein said shape of said first element is annular.

17. The dampening device according to claim 15 wherein said plurality of said members is three.

18. The dampening device according to claim 15 wherein said members are integrally attached at a predetermined angle to said first element.

19. The dampening device according to claim 15 wherein said material of said dampening device is metal.

20. The dampening device according to claim 19 wherein said metal is steel.